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RALEIGH, N. C.

Friday, October 25, 1946

PURCHASING PROBLEMS

BY W. G. REAVES
Assistant Purchasing Agent

The iron and steel situation remains most critical. Most mills are booked for remainder of 1946 and, at present, orders are not being accepted for 1947 delivery. The shortage of scrap is becoming more serious and may prevent future increases in steel production.

Electrical products remain in short supply with heavy demands. Slight increase is seen in production of motors and generators. Production of some items, such as switches, outlets, boxes, etc., have declined over previous months.

Lumber Continues Scarce

Current production of lumber products continued the record of successive monthly increases, which were small. Shortages of manpower, equipment and logs are still evident. Lack of freight cars is a potential danger to production. Stocks are very low and seasoned lumber lacking.

All office supply items, which include such items as desks, chairs and steel filing equipment are reported up 10 to 15 percent. However, the present supply seems a slight increase over the demand. Some companies now are selling items below the OPA ceiling.

The output of Portland cement is still increasing. However, regional shortages have appeared in some instances. The present outlook in production is brighter, with an increase in price expected.

Bright Spot: Asphalt

Asphalt is in ample supply and no decrease is foreseen in this product.

The price of sugar is expected to increase. Very little Cuban sugar is being imported.

Production in concrete pipe below capacity and deliveries are expected to remain approximately the same level as present until demands slacken.

Prices Climb Slowly

Generally, the price trend is upward. However, a recent report indicates a slowing down in the number of price increases previously reported. A leveling-off process appears in the making. Price increases are expected to be small and less numerous between now and

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'Duplin Houdini' Scales Wall At Central Prison

Raleigh—Hosea Parker, a 30-year-old Negro prisoner dubbed by the press as the "Duplin County Houdini," highlighted North Carolina escapes this month by successfully scaling the east wall of Central Prison at 2 a.m., October 19, to gain temporary freedom.

The chunky Negro, serving a total of 46-54 years for eight counts of breaking, entering, larceny and arson from Greene, Lenoir, Duplin and Bertie counties, was the first prisoner to escape from the high-walled Raleigh institution since 1937.

Parker was actually free for only 19 hours, but the Smithfield officers who arrested him at 9 p.m. Saturday night on the charge of public drunkenness did not recognize him as an escapee and state authorities continued to search for the missing prisoner until his identity was discovered by a freak of fate Tuesday.

How It Happened

Here's the story:

Parker escaped bed check Friday evening by leaving a dummy-like figure in his bed, and hid in the industrial building until approximately 2 a.m. on Saturday when he crept to the corner of the east wall where the main building joins the

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ANNUAL McCRARY AWARD IS OPEN FOR NOMINATIONS BY EMPLOYEES

120 Attend Huge District Supper

Fayetteville—Approximately 120 employees of the Highway and Public Works Commission gathered here at Division Three headquarters October 10 at 7 p.m. to enjoy a huge barbecue supper provided by commission employees of Cumberland county.

The employees consumed tremendous quantities of pig and chicken barbecue, hush-puppies, cole slaw and hot coffee before hearing after-dinner talks by Administrative Assistant W. H. Rogers, Jr., State Highway Engineer W. Vance Baise, Commissioner John A. Bridger, Third Division Engineer T. T. Betts and others.

Rogers, speaking for Chairman A. H. Graham who could not attend, stressed the fact that "you are definitely responsible to the highway commission and to the public—your real employers—and are representatives of the commission to the people of your vicinity."

Lauded For Work

He lauded the employees for their excellent work in the current building and maintenance program, reminding them that "you are the people who keep the roads open in

(Continued on page four)

December 1 Set As Deadline For Entries; Awards Committee To Select Winner On Basis Of Greatest Contribution Or Service To Commission In 1946.

Raleigh—Nominations are now open and entries desired for selection of the Highway and Public Works Commission employee who will receive the annual D. B. McCrary Award for 1946, Chairman A. H. Graham has announced.

The award, established last year to be presented annually until 1954, will be given to the employee considered by the Awards Committee to have made the greatest service or contribution to the department during the current year, Graham said.

Any regular employee will be eligible to receive the award, with the exception of department heads or division engineers.

Upton 1945 Winner

J. W. (Buck) Upton of Fayetteville, division mechanic in the third division, received the 1945 certificate of award for the record keeping and inventory analysis system he originated in the division mechanic's office. His system proved so successful it was adopted for use in all division mechanic offices.

Nominations may be made by any official or employee of the Commission by submitting in writing the name and service or achievement of any eligible nominee to the award Committee prior to December 1, the Chairman said. Eligible contestants may qualify by submitting in writing to the award committee suggestions, ideas, plans or criticisms which promote the welfare and progression of the Commission.

The award was originated last year in honor of D. B. McCrary of Asheboro, textile manufacturer and former chairman of the Commission whose service and interest in the department is well known. He made the presentation of the 1945 award to Upton at a Commission meeting here January 9.

The Awards Committee consists of Chairman Graham, Chief Engineer W. Vance Baise, General Counsel R. Brooks Peters, Director of Prisons Clyde O. Robinson, Auditor Sam N. Smith, Purchasing Agent J. M. Potter, and Director of Public Relations E. L. Rankin, Jr. The

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Motorists Are Averaging High Speeds Despite Old Vehicles, Doubtful Tires

Average Speeds Increase

Average speeds have increased about two miles per hour in the last six months, Burch continued, and "this, coupled with the very poor general vehicle condition and doubtful tire conditions, undoubtedly is adding to our high accident rates."

The study showed that the highest average speeds noted were by buses (51.7), out-of-state passenger cars (47.9) and local passenger cars (45.6). The "pace," or 10-mile-per-hour speed bracket within which the largest percentage drove, was 39-48 miles per hour, and more than 50 percent of the vehicles drove within the pace bracket.

Comparative speed check listed by Burch included average speeds in March 1946 as 43.4 miles per hour; October 1945, 43.4; 37.2; and October 1942, 37.1.

Raleigh—Motorists are speeding over state highways in aged automobiles and trucks at a faster clip than during pre-war years, a study by the State Highway and Public Works Commission has revealed.

James S. Burch, engineer of statistics and planning, said the second semi-annual speed check made at seven points on the rural highway system October 7-11 disclosed that the average speed of vehicles clocked was 45.2 miles per hour as compared with the pre-war average speed of 44 miles per hour.

Twenty-three percent of all vehicles were travelling faster than the state speed limit of 50 miles per hour, Burch said. A total of 1,984 vehicles were clocked without the knowledge of the drivers at seven widely scattered traffic stations.

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CANDIDATES

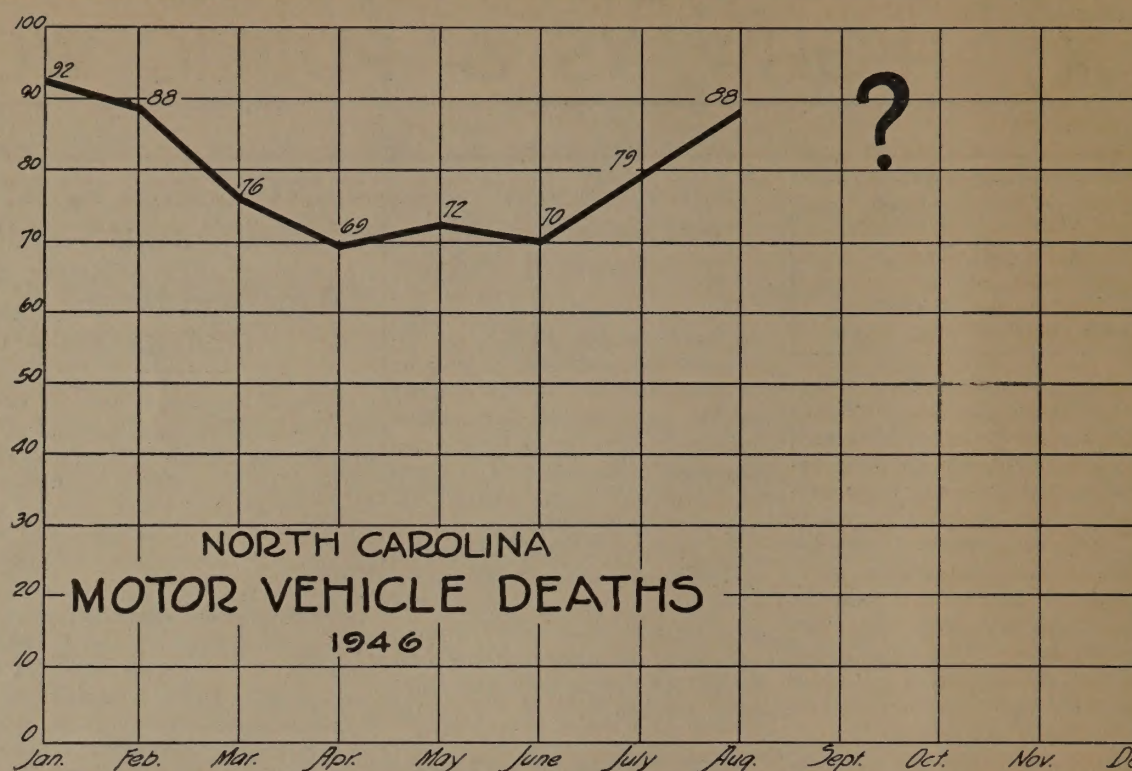
D. B. McCrary, Asheboro textile manufacturer and philanthropist, served on the Highway and Public Works Commission continuously from 1937 until 1945 and made an outstanding record of public service. During his tenure of office with the Commission he served twice as acting chairman and was chairman from March until May in 1941.

His efficiency as an administrator and personal interest in the welfare and progress of the Commission became well known. He worked hard to give North Carolina better roads and made every effort to encourage more efficiency and personal initiative among highway employees.

When plans were made in 1945 to originate an annual award for the employee whose service and achievement had best served the welfare and progress of the Commission during the year, it was only fitting to name it the "D. B. McCrary Award."

Nominations and entries are now desired by the Awards Committee and December 1 has been set as deadline for contestants. The Award provides a definite method of giving recognition to an efficient, resourceful employee whose ideas, suggestions, plans or criticisms have advanced the welfare and progress of the Commission.

All officials and employees



WHERE DO WE GO FROM HERE?—This chart, prepared by the Division of Statistics and Planning for the State Highway Patrol, illustrates the mounting

toll of deaths on North Carolina highways and roads each month of this year. September totals had not been completed when the graph was made. However,

it does not take a mastermind with a string of college degrees to interpret the grim consequences of the climbing graph line month by month.

are urged to submit names of worthy candidates for the Award named after an able administrator whose service with the Commission will never be forgotten.

EDITORIAL COMMENT

DIVERSION

A highly commendable step has been taken by the North Carolina Highway Commission in approving a resolution asking elimination from the State Revenue act of the existing provision for diversion of gasoline revenue to the general fund.

This action was taken because the Commission anticipates a need for every dime of potential highway revenue for several years to come and at the same time foresees a threat to the gasoline money from prospective unusual demands on the general fund at the next General Assembly session.

The objectionable clause was inserted in the revenue act in 1937 and has been car-

ried forward from year to year. It authorizes the Governor to transfer an amount equal to three per cent of all gasoline sales in the State, in the event the general fund failed to yield enough to meet appropriations.

The device has never been used, but is a constant threat and requires the Highway Commission to keep that much money available at all times. It is now estimated that the clause would tie up four or five million dollars of road money each year, although many more millions are needed to carry on essential road work.

The battle over the diversion provision has been long and vigorous. Advocates of the transfer idea contend that all State money belongs to the people and that it should be used where and when most needed.

They fail to recognize, however, that there is an obligation to keep faith with the agreement of twenty-five years ago that all gasoline

taxes would be dedicated to highway construction, betterment and maintenance—including payments on the highway bonded debt.

An additional argument against continuing the contingent diversion clause is that several million dollars of gasoline revenue is already being diverted to what are essentially general fund activities.

These leaks include the remainder after expenses of oil inspection tax receipts, which go directly into the general fund; the fact that the Highway fund last year paid to the tune of \$1,319,402 for operation of the Motor Vehicles department, including the Highway Patrol and Safety divisions; and the fact that any Prison department deficits come out of the highway fund. Adding up all these items, the Highway commission figures that already about four million dollars of gasoline tax money is being diverted to other than specific highway purposes.

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DIVISION ROUNDUP

Third Division

Blythe Brothers Construction Co., will complete the grading of eight miles on NC 53, beginning four miles east of Burgaw, about October 26th and then will concentrate their forces on the grading of the next 6.3 miles going east that they have under contract.

The grading of four miles of county road in Brunswick county beginning at junction of US 17 just west of Alligator Creek toward Southport and known as "River Road" is 80 percent complete. Towles-Cline Construction Co., of Wilmington is contractor on this project.

The paving with sand asphalt of nine miles of county roads in New Hanover county by Towles-Cline Construction Co., is progressing slowly due to nearly continuous rains.

F. D. Cline Construction Co., of Raleigh has completed the paving of NC 410 from Bladenboro to Chadbourn and NC 53 from the intersection of US 701 westwardly for four miles.

The painting of the Cape Fear and Northeast River bridges at Wilmington by the bridge maintenance department is 75 percent complete and is being delayed due to inability to secure red lead.

Mack L. Nunalee, bridge tender on the Castle Hayne bridge, has applied for service retirement effective November 1. Nunalee was section foreman from June 1921 to August 1945 when he transferred to bridge tender because of poor health.

Mrs. Frank Edmunds, a stenographer-clerk in the division office, resigned October 1 to join her husband who has been released from the Army. They will make their home in Columbus, Ga.—Sam N. Wilson, Reporter.

Fourth Division

T. O. Joyner, senior highway inspector, and William R. Stephenson, rodman, were injured in an automobile accident September 24 on US 1 six miles south of Raleigh while traveling on official business. Joyner suffered a fractured rib, lacerated scalp, slight concussion and extreme shock and received treatment at Rex Hospital in Raleigh. Stephenson received multiple lacerations, bruises and shock but was not hospitalized.

H. J. Cadieux, junior highway inspector, has been called to his home in Sheboygan, Mich., because of the illness of his mother.

John G. Hall, maintenance supervisor in District One, has been transferred to Division Seven.

C. R. Cherry, maintenance supervisor in District One, has returned from McPherson Hospital in Durham where he underwent a tonsillectomy.

Resident Engineer W. G. Shull has been transferred from Raleigh to Wilson to make a survey of the bridges in this division to determine their load capacity. W. G. Barnes, rodman, is assisting Shull in this work. Resident Engineer J. W. Ferguson has taken over the residency in Raleigh during Shull's absence.

Resident Engineer H. V. Bradley and his party of W. E. Hawkins, Jr., J. P. Brown, J. B. Harrison and J. E. Allen have moved from Raleigh to Fuquay Springs.—S. R. Livesay, Reporter.

Fifth Division

Speaking at a meeting of district engineers and maintenance supervisors in Greensboro October 4, Commissioner George W. Kane stressed the importance of getting county roads in best possible condition before winter by the application of suitable surfacing material and improving drainage.

The commissioner complimented the division forces on their progress in road work, and discussed plans for the pouring of cracks and joints and sub-seal and surface sealing work. He pointed out the necessity for checking on snow removal equipment, building up of sand stock piles and other maintenance matters concerning county road stabilization.

Others leading discussions included Division Engineer T. A. Burton, Division Mechanic D. B. Thomas, Division Prison Supervisor J. M. Barnes and Division Road Oil Supervisor Joe Hough.

Sixth Division

Superintendent N. E. Ranes of the Chatham county prison camp No. 601 retired July 1. C. H. Lowe replaced him as Superintendent.

Superintendent Robert Monroe of Robeson county prison camp No. 609 retired July 1 and was replaced by H. C. Mason, former steward at the Lillington camp.

Resident Engineer R. P. Downtin has moved his office from Lillington to Lexington where he will be resident engineer of Project 5281 involving the construction of a new section of US 29 and 70 between Lexington and Thomasville. His family has joined him in Lexington.

District Engineer and Mrs. J. W. Spruill are the proud parents of a son, John White Spruill, born October 5.—E. C. Darden, Reporter.

Seventh Division

Maintenance Supervisor John G. Hall of Division Four returned to this division October 1 to take over the assignment of Senior Resident Engineer. Hall was maintenance supervisor in this division from 1937 until 1945 when he was sent to Division Four. He is now located at Troy.

Miss Susie Kathryn Mund, senior general clerk in the District Two office at Salisbury, resigned September 30 and was married October 5. She had been employed in the Salisbury office since May 1935.

Miss Doris O. Almond has been employed to take the position of junior general clerk in the Division Office and replace Miss Geneva Sanders, who resigned to be married.

Roy C. Garrison, rodman in District Three, was married October 12 to Miss Stacy Plyler of near Monroe.—L. B. Peck, Division Engineer.

Tenth Division

W. B. Ferguson, District Two Engineer, reports the return of a number of veterans to his forces. They include:

B. S. Connelly, maintenance supervisor, who was a corporal in the 176th Engineers, 10th Army, and served in the Pacific Theatre. He was in service from January 1944 until November 1945.

Monroe Marriel who was a member of the famous 101st Airborne Division in the invasion of Holland September 15, 1944. He was then transferred to artillery and fought in France and Germany until end of war. He served from August 1943 until January 1946.

Ben Griffith, tractor operator, who was a corporal with the 193rd Ordnance Division in the Pacific and served in the Army from July 1942 until January 1946.

Clay Morrow, motor grader operator, who was a private first class with Company "P" of the 52nd Engineers. His service period extended from March 1945 until November 1945.

Roberts Smithers, truck driver, who was a private first class with the 551st Anti-aircraft Automatic Weapons Battalion in the ETO. He served from January 1943 until December 1945.

Diversion

(Continued from page three)

The best remedy to adopt, like a number of other states, a Constitutional amendment prohibiting transfer of gasoline tax revenue to other than road purposes. Until this can be put across, the General Assembly certainly should take the first step by removing the present statutory authorization for diversions.

—HICKORY RECORD

Highway Traffic Continues Large

Raleigh—North Carolina rural highway traffic volume during September continued at the high rate observed during the past several months, James S. Burch, engineer of statistics and planning, has reported.

The past month proved to be the highest September on record with the exception of September 1941 when defense work was booming and motor vehicles plentiful. The number of vehicles passing the 20 electric eye counting stations on the average day last month was 52,764, as compared to 54,127 in September 1941. The volume a year ago was only 39,193.

Burch said that during August, the highest traffic volume month on record with an average day count of 56,219, more than 60,500,000 gallons of gasoline was brought into North Carolina to sustain such a volume. This was the greatest amount of gas received in the state during any month in history.

Motor vehicle registration continued at an all time high, Burch added, and was greater than the highest year-end figure on record.

"In view of the lack of new cars," he said, "this figure obviously means that every jalopy and patched up truck which can move is carrying a license tag. It also reflects the great influx of vehicles which will not pass inspection in other states."

McCRARY AWARD

(Continued from page one)

three employees elected this year to the committee were S. C. Austin, state equipment engineer, Lillie B. Hunter, senior accounting clerk in the purchasing department, and L. C. Dillard, chief draftsman in the bridge department.

Nominations or entries of all contestants should be addressed to: Award Committee, State Highway and Public Works Commission, Raleigh, N. C.

No special form is necessary in submitting either nominations or entries, Graham explained. Nominations should include the service or achievement record of the nominee and should be 250 words or more in length. Entries, which may include any ideas, suggestions or criticisms by contestants, may vary in length from a single sentence to several hundred words, depending on whether the thought is clear and obvious or requires detailed explanation.

The bloodhound is the only animal whose testimony is accepted in a court of law.

Today's Chuckles

"Gracious, Gwendolyn, it's seven years since I saw you last. You look lots older."

"Really, Eleanor, dear, I don't believe I would have recognized you, if it were not for the dress and hat."

* * *

A woman was driving along a country highway when she noticed two men climbing a telephone pole a short distance ahead. She turned to her companion in disgust and said: "Those men are fools. They probably think I never drove a car before."

* * *

"Young man, do you think you can support my daughter on forty dollars a week?"

"I'm willing to try, sir, if that's the best you can do!"

* * *

"I give up -- why is a nickel better than a dollar?" "Because it goes to church more often."

* * *

He rushed into the house yelling at the top of his voice: "Darling, it's happened -- we're rich, rich, rich." And he ran into his wife's room and dumped thousand dollar bills in her astonished lap.

"And now," he continued, "you can buy yourself some decent clothes."

"I'll do nothing of the sort," she retorted sharply. "I'll wear the same kind the other women are wearing!"

* * *

The civilian jeep skidded around a corner, snicked off a phone pole, ricocheted along three cars, upset eight pedestrians, ran into a stone wall and then stopped. A glamorous thing in bobby sox stepped rapturously from the wreckage, "Boy," she said. "that's what I call a kiss."

* * *

It seems that the absent-minded professor got married. Naturally, he chose as his wife an absent-minded woman. One night the professor got home from a hard day at the noodle factory and after dinner he and his wife settled down in the living room to enjoy the radio. Suddenly there was an insistent knock at the door.

"My husband!" the absent-minded wife gasped.

"My God! cried the absent-minded professor, and jumped out of the window."

* * *

Blonde: "Would you call it mental telepathy if we were thinking of the same thing?"

Sailor: "No. Just plain good luck."

120 ATTEND SUPPER

(Continued from page one)

winter and summer." The Raleigh headquarters will protect their interests and assist them in every way, Rogers assured them.

The employees were advised to be "alert to carry out the mandates of the highway commission in the coming winter" and to be "patient and tolerant" toward complaints for failure to do work which will be beyond their control.

Betts, who acted as master of ceremonies, introduced Baise who praised the Cumberland county employees for "a wonderful job." "We appreciate your efforts and are for you 200 percent," he declared, asking their support and cooperation in road work during the coming winter. "We must make the best of the situation, and are going to do the best job it is possible to do."

Bridger Speaks

Commissioner Bridger told the gathering that "you have done a wonderful job and we are going to get results. I'll fight your battles for you and help you in every way possible." He lauded the work which had been accomplished, despite severe handicaps of lack of materials and equipment.

Lonnie D. Hubbard, maintenance supervisor of Cumberland county who made all arrangements for the supper, was given a rising vote of thanks by the gathering at the suggestion of Third District Engineer B. Whiteside. The event was planned by the section and floating crew foremen of the county with assistance by some prison department personnel.

Those responsible for the supper included G. L. Thaggard, C. F. Holland, W. E. Tadlock, R. B. Beard, W. B. Brambrell, K. S. McCaskill, E. A. Dudley, H. V. Horne, J. C. Culbreth, J. W. Davis, H. C. Daniel, A. B. Horne, G. B. Owens, W. B. Holland, B. D. Jackson, D. A. McIntire and R. A. Everett.

Miss Margie Webb, secretary to Director of State Prisons Clyde O. Robinson, was introduced by Baise amid much applause. She was the only woman present.

State Equipment Engineer S. C. (Bob) Austin assured the employees that "you will get your prorated share of equipment when we get it." Auditor Sam N. Smith said "it is a fine supper and you have a fine organization."

Others from the Raleigh office introduced included Chief Highway Draftsman Edward Cothran, Engineer of Statistics and Planning J. S. Burch, Bituminous Engineer T. V. Fahnestock, Landscape Engineer F. H. Brant, Traffic Manager R. G. Johnson, State Main-

Personals

Senior Bridge Designer George T. Parkins, who resigned August 7 to enter private business, returned to work in the bridge department October 16 at his same position.

* * *

State Highway Engineer W. Vance Baise attended a meeting of the American Association of State Highway Officials in Philadelphia, Pa., this week.

* * *

Senior Quarry Inspector L. S. Jackson and Mrs. Jackson are the parents of a baby girl born recently. They live in Wake Forest.

* * *

E. A. Crump of Wilson, assistant division engineer, has returned to work after an illness of several weeks.

* * *

New employees included Blanche Ladd, materials and tests division, and the following in the Raleigh equipment depot: A. R. Green, Nick R. Harrison, Jesse Holland, Charles W. Holmes, W. J. Mitchell, C. E. Pollard, C. T. Reams, Stamey I. Saunders, M. W. Smithey, M. L. Tryson.

tenance Engineer B. W. Davis, Assistant Purchasing Agent W. G. Reeves, Senior Office Engineer T. C. (Slick) Hartman, Senior Accounting Clerk Otis Banks and Director of Public Relations E. L. Rankin, Jr.

'DUPLIN HOUDINI'

(Continued from page one)

wall.

Tying a baseball to the end of an improvised rope, he threw the rope around the cross-arms of the power lines at the top of the huge stone wall and quickly climbed to the top of the wall. To do this he had to pass beneath the high tension power lines encircling the wall but was not harmed. He then dropped 36 feet to the base of the wall, narrowly missing falling on the railroad spur track near the wall.

As Parker struck the ground, a guard heard the thud and sounded the alarm, but the Negro had disappeared by this time. An intensive search was started immediately.

Returns To Pokey

Meanwhile, Parker somehow obtained civilian clothing and managed to get to Smithfield where he quickly ran afoul the law again by getting arrested in the railroad station at 9 p.m. there on charges of drunkenness. He gave his name as Edward Bullock of near Kenansville. Despite the publicity given the escape, Parker was not re-

cognized and remained in the local bastille until Monday morning when he was tried, found guilty and ordered to pay \$10 and the costs to serve 10 days.

Since he was broke, he went back to jail but told police he could raise \$10 if he could reach his wife at their home. Two Smithfield police were going to Goldsboro Tuesday on other business, and Parker agreed to pay them \$10 if they would ride him to his home to enable him to pay the fine and court costs.

When the officers and escapee arrived at Parker's home his wife and a white man were standing in the yard. The wife said nothing, but the white man remarked: "Well, I see you got Hosea." Parker then attempted to run, but the astonished officers regained their wits and tackled him.

He was returned to Central Prison Tuesday night.

There were 10 escapes and 11 captures during October 1-16 as compared with 13 escapes and 21 captures during the first half of September.

Camp ratings for October 1-15 were (Note: Parker's escape was on October 19, too late for this rating):

Three Stars

(No Escapes)

Central Prison and Woman's Prison and all others with the exception of the following.

Two Stars

(One Escape)

Chatham 601, Duplin 305, Guilford No. 1 505, Iredell 906.

One Star

(Two Escapes)

Camp Polk (Cary), Pitt 210, Cumberland 304.

Non-Star

(More Than Two Escapes)

NONE.

PURCHASING PROBLEMS

(Continued from page one)

end of year.

Divisions are urged to order their requirements of calcium chloride soon as possible. Only two companies submitted proposals on contract for the period November 1946 to November 1, 1947. Both proposals, combined, offer less in quantity than we purchased on current contract. Delivery at present is approximately 90 days.

The eggs of the great horned owl might well be termed the first "cold storage" eggs. These birds usually nest in mid-winter but successfully keep their eggs warm in sub-zero weather.